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6-33-73-25X1 INFORMATION REPORT	
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SUBJECT Road Data: Panevezys, Ukmerge, Pumpenai & Vicinity	DATE DISTRIBUTED 25X1
	NO. OF PAGES 2
	NO. OF ENCLS. 25X1
	SUPPLEMENT TO REPORT #
THIS IS UNEVALUATED INFORMATION	
<ol style="list-style-type: none"> 1 A loose-surfaced, all-weather road (No 903 on legend) ran from Panevezys (Paneveznis) south southwest to Kedainai and also northward to Birzai (Birznai). This same type of a loose-surfaced, all-weather road ran from Ukmerge southwest to Kaunas and northeast to Daugavpils. 25X1 2 The above roads were over eight meters wide. The sub base of the roads consisted of sand and clay. The top layer was of crushed rock surfaced with sand. However, in 1956 I heard through friends who live in Panevezys that the road for approximately four kilometers from Panevezys to Piniava had been asphalted. A lumber mill was also located at Piniava. 3 The loose-surfaced roads were constructed for heavy usage. Until 1940 Soviet heavy tanks traveled these roads. The roads were crowned for easy drainage, and shallow drainage ditches ran along both sides of the road. The terrain through which these roads ran was flat. The roads were constantly maintained and repaired by assigned work crews. 4 A wooden bridge was located approximately one kilometer south of Piniava and crossed the Levens (Levuo) River. The bridge was on the loose-surfaced, all-weather graded road, which ran from (No 903 on legend) Panevezys northward to Birzai via Pumpenai. The wooden bridge was from 50 - 60 feet in length. 5 A number of loose-surfaced, dry-weather dirt roads (No 935 on legend) ran in the vicinity of Kavarnas, Saligiai, Pumpenai, Subaciui, and Vadalainkas. The villages and towns were located southeast, east, northeast and north of Panevezys. 6 The dirt roads were approximately five meters wide and were considered to be first-class roads. The farmers and villagers occasionally reggraded and resurfaced the roads. The terrain through which these dirt roads ran was flat. The dirt roads were not crowned nor did they have shallow drainage ditches running alongside them. 7 A number of loose-surfaced, dry-weather dirt roads (No 935 on legend) also ran in the same vicinity as the above first-class dirt roads. However, these were considered to be secondary dirt roads. 	
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8. They were also approximately five meters wide. They were used for short cuts and inter-village or farm communications. The secondary roads were not crowned nor did they have drainage ditches running alongside. The secondary roads were rutted and uneven, making travel very rough.
9. A number of cart tracks (No 944 on legend) run through the large forest which was located northeast of Panoveys. They were from two to three meters wide, were never maintained and were in poor condition. The cart tracks were used for short cuts. They were also used by the foresters who hauled lumber out of the forest.

Abstract

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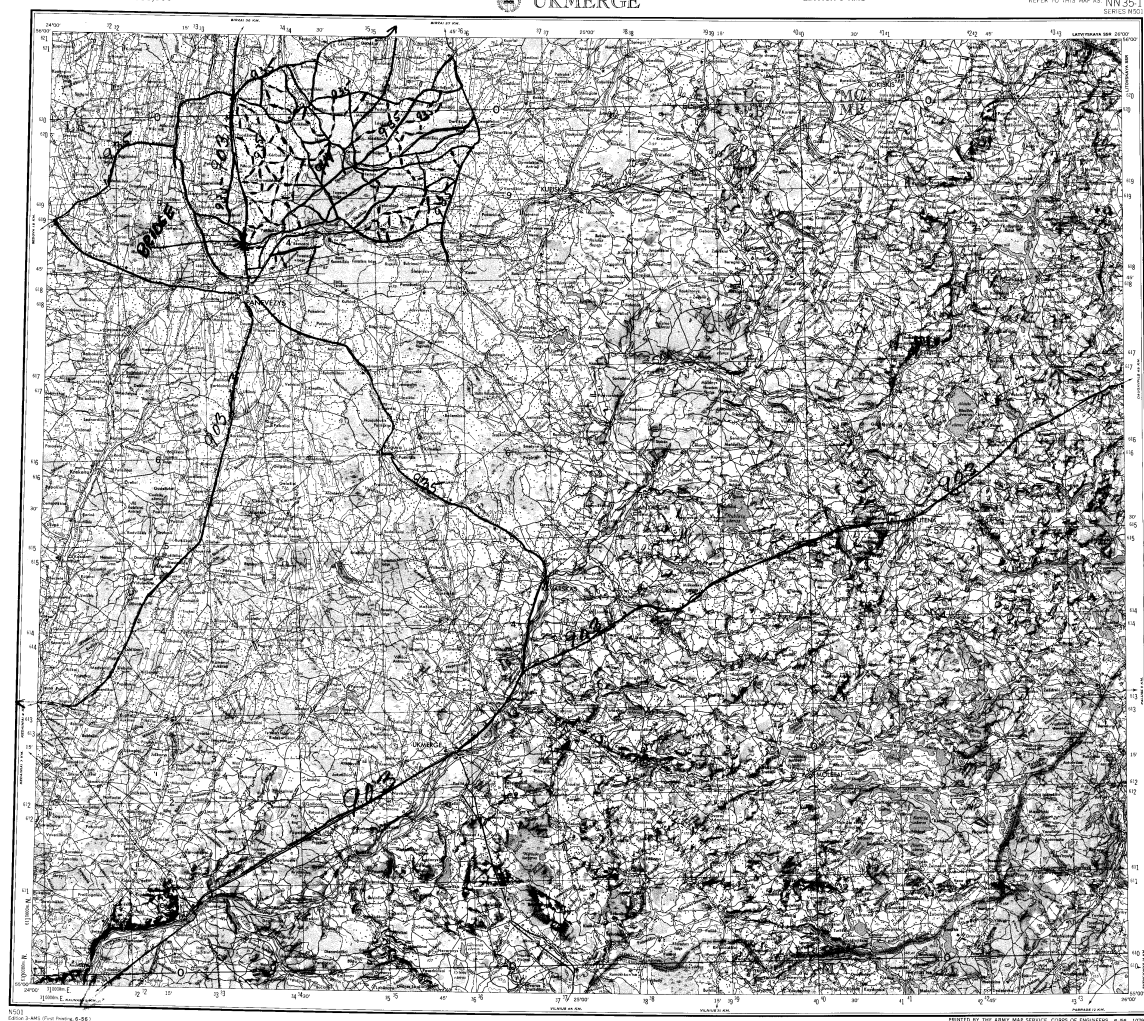
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RELIABILITY DIAGRAM

Map Photograph

A. Map and photograph of the same area, cropped. The map is a map and the photograph is a photograph.

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TOPOGRAPHIC MAP OF THE AREA AROUND THE INTERSECTION OF HIGHWAY 100 AND HIGHWAY 101

Scale 1:250,000

0 5 10 15 20 25 Kilometers

Legend:

- ROADS
- RIVERS
- Other features

TOPOGRAPHIC MAP OF THE AREA AROUND THE INTERSECTION OF HIGHWAY 100 AND HIGHWAY 101

Scale 1:250,000

0 5 10 15 20 25 Kilometers

Legend:

- ROADS
- RIVERS
- Other features

* LEGEND *

- * Hard surface, all-weather road, two lanes wide, 6 - 8 meters 924
- Hard surface, all-weather road, one lane wide, 3 - 5 meters 931
- * Loose surface, all-weather road, two lanes wide, 5 - 8 meters 903
- Loose surface, all-weather road, one lane wide, 3 - 5 meters 909
- Loose surface, dry weather or dirt road principal 935
- Wooden Bridge)(other - - - -
- Cart tracks (more than 1.5 and less than 2.5 meters) 944
- Trails (less than 1.5 meters)
- Dual highways (Superhighways)
- * Note: Label these roads exactly 8 meters or wider

MISSING ERRORS